

NEW RICHMOND SHIPYARDS KEEP NEW PILOTAGE FOR ISLAND TRADE

Honolulu shipping interests await with much interest an opportunity to give a rousing welcome to the new steamer Richmond, the latest addition to the Standard Oil Company fleet of tankers for service in the Pacific, which steamer was but recently launched and bears the name of Richmond. The vessel is the product of the Union Iron Works of San Francisco, and is rated as a fine type of fuel oil carrier by those who have been permitted to make a careful inspection of the new craft.

"The Richmond is a 10,000 ton tanker and the impression was gained on the coast that this vessel was to be placed in a service between the Standard Oil base of supplies on the Pacific coast and the Hawaiian Islands," stated an officer of the new Matson steamer Matsonia yesterday.

The Matson is a Standard Oil tanker loaded with supplies for the Honolulu branch, now eight days out from San Francisco that is due to arrive here daily. The announcement is now made that a new steamer is planned and that the Union Iron Works will receive the contract for its construction.

MAJAX TOWED TO MANILA FOR REPAIRS

Figuring in a close call from going hard and fast on the rocks at Guam, the United States naval supply steamer Ajax was finally hauled from a precarious position and towed into Manila with the assistance of the navy tug Plantagua and under the convoy of the cruiser Galveston.

The Ajax carried provisions from the Philippines to Guam and while there was sent ashore and remained there until relief in the form of the auxiliary cruisers and tugs arrived from Manila.

James R. Diggs, formerly commandant of the Ajax, is reported to have sent in his resignation which at the time the Nile sailed from Manila for Honolulu is reported to have not been accepted. Diggs, it is said, will take up his duties as instructor in a New York nautical school.

Thomas Due at Daylight.

Due to reach the port at daylight tomorrow morning, the United States transport Thomas from Manila by the way of Nagasaki, Japan, is to make a brief stop at the port before proceeding to San Francisco. The Thomas has been reported by wireless to be nearing the port and scheduled to arrive at Pier 7 at an early hour. The quartermaster's department has announced the departure for 5 o'clock tomorrow evening. The Thomas will take coal here as the vessel received several thousand tons of fuel while at the Japanese port.

A number of military folk will take passage to the coast in the transport.

Hawaii Sugar List Growing.

A marked increase is noted in the list of sugars accumulating on Hawaii and awaiting shipment to Honolulu or the mainland. The report brought to this city this morning by Purser Phillips of the Mauna Kea includes the following: Olia 15,000, Waikaele 10,000, Hawaii Mill 2500, Hilo Sugar Co. 4000, Hilo Sugar Co. 4000, Ono 1000, Pepeekeo 9300, Honoumuli 27,000, Kaupahoe 9200, Kailua 5810, Kula 3900, Honokaa 6500, Unalua 5500, Punaluu 750, Hanalei 1840, Niihau.

Honolulu Away With Full Cargo.

A full cargo of sugar is to be shipped to the mainland in the Matson liner Honolulu that is to depart for San Francisco at 6 o'clock this evening, the vessel leaving from pier 13. The vessel has been supplied with 6742 tons of sugar of which 4022 tons were placed aboard at Honolulu. Other shipments include 10,000 cases of pine, 3500 bunches of bananas and a quantity of sundries. Twenty-five tons of dried roselle will be a feature of the cargo to be shipped in this vessel.

Matson's Outgoing Cargo.

Freight offering for the Matsonia on the voyage to San Francisco will include a full shipment of sugar, with scattering consignments of pine and bananas. The prospects of this vessel departing on Feb. 11 with a big cargo are flattering.

The arrival of the schooner Alert at Kahului with nitrates from a South American port is expected daily.

TIDES—SUN AND MOON

Date	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide
Feb. 2	10:47	1:10	7:05	8:10	6:36	6:52	—	—
3	11:34	1:55	7:05	8:10	6:36	6:52	0.94	0.94
4	—	—	—	—	—	—	—	—
5	—	—	—	—	—	—	—	—
6	1:16	1:16	7:05	8:10	6:36	6:52	0.94	0.94
7	1:57	1:57	7:05	8:10	6:36	6:52	0.94	0.94
8	2:37	2:37	7:05	8:10	6:36	6:52	0.94	0.94

* Time not stated in tables.

First quarter of the moon Feb. 3rd.

MANY JAPANESE CHARGES ADOPTED AT HOME

The greatest activity displayed throughout Japan at the present time appears to be found in its shipyards, which are scattered along the coast and west coast in large numbers.

"Shipbuilding has considerable to do with keeping a large percentage of Japanese at home," was the comment offered by an officer in the Pacific Mail liner Nile that called at Honolulu en route to the Pacific coast.

"With unusual activity in the construction of coasting, deep-sea steamers and vessels for the Imperial Japanese navy, all the yards are working with increased shifts and under forced pressure," was stated.

The Japanese are declared as reaching out for trade to an extent that there is a constant clamor upon the part of the business men of that country for additional tonnage. The big Nippon Yusen Kaisha has complied with the request for more ships and before the Nile sailed from Yokohama that company had placed two new steamers in a coastal and Australian service.

The largest vessel said to be on the way in Japan is the superdreadnought, a craft of 37,000 tons. Besides this there are a number of merchant steamers under construction several of which will have a tonnage of 10,000.

MA RITME MATTERS

Supplies for the local branch of the Associated Oil Company are due to arrive here by the last of the week in the steamer Lansing.

The schooner Helene from Port Blakeley should arrive here daily, the vessel sailing from Port Blakeley 22 days ago with a shipment of lumber.

The Thomas is the next United States transport due at Honolulu. This vessel sails from Manila and will receive a prompt dispatch for the coast.

About one hundred Asiatic steamer passengers joined the T. K. K. liner Chiyu Maru for Oriental ports when that vessel sailed from pier 7 last evening.

It's a long passage credited to the J. H. Bruce, which, lumber-laden, is reported to have sailed from the Sound 47 days ago with material for Pearl Harbor.

Sailing from Honolulu on January 22, the British freighter Forster is reported to have arrived at Eureka last Sunday. The vessel was discharged of a shipment of coal while here.

The last of the large cargo of sugar destined for San Francisco is going into the Matson Navigation steamer Honolulu today, preparatory to that vessel sailing for the mainland at six o'clock this evening.

With a shipment of nitrates from South America, the German steamer Menes, from Europe, is due to arrive at Honolulu about the middle of March. The Menes is rated as one of the later liners in the Kosmos fleet.

Some damage to the steering gear is reported to have been done to the Japanese liner Chiyu Maru on the voyage from San Francisco to Honolulu. The accident did not cause any material delay in the arrival of the steamer.

The time is drawing near when the newest steamer in the Matson fleet, the Mauna, should be reported as touching at Puente Arenas on the long voyage from New York to San Francisco by the way of the Straits of Magellan.

The Matson Navigation steamer Hydrex, sailing from Seattle for Honolulu, is reported to have been supplied with a large general cargo. This vessel will call at several island ports for the discharge of freight and loading of sugar.

The T. K. K. liner Nippon Maru from the Orient is making good time in the passage across the Pacific, the vessel to arrive here about 4 o'clock tomorrow afternoon. It is expected that the Nippon Maru will be dispatched for the mainland on Thursday morning.

PASSENGERS ARRIVED

Per stmr. Mauna Kea, from Hilo and way ports, Feb. 3—W. von Schnitzler, Miss McCulloch, E. R. Fitzgerald and wife, Mrs. M. D. Frias and daughter, J. J. Sheehan, Mrs. D. A. White and daughter, G. Geisecke, M. M. Graham, R. G. Bell, A. Weil, W. K. Stewart, C. E. Young, T. Kagawa and wife, Masui, C. A. Doyle, Klemme, Mrs. M. M. Graham, Jas. Quinn, H. V. Field.

Per str. Kilauea from Kona-Kau ports, Feb. 3—Miss G. Aeu, Mr. and Mrs. J. De Mello, Mrs. L. Kaackapu, Mrs. J. A. Magoon, Mrs. M. Muller, R. D. Paris, Chung Ping, K. Tanemoto, Miss M. Lincoln, Jas. L. Coke, P. R. Melchert, W. W. Westcott.

Kona Sugar Report.

Sugar awaiting shipment on Kona and Kau coast of Hawaii includes the following: Punaluu 750, Hanalei 1840, Kailua 2700, Honokaa 6500.

DEFENSE LINE TO HOLD OAHU MORE COMPACT

(Continued from page one)

defenses, including therein a number of seacoast guns of the smaller caliber.

"Under the original plans for the defense of the islands it was thought we could hold the entire central plain. In fact the entire island, but a very much more careful study of the situation has convinced our officers, both engineers and line, that we can not, with the garrison which will probably be willing to give us of 15,000 or 16,000 men, hold the entire island or even all of the central plain, and that we shall be forced back to the immediate vicinity of our seacoast defenses, and in constructing this line of land works it is proposed to use the various craters as part of the defenses, and part of the armament we have taken from the defenses of the United States.

Mr. Sherley. Let me see whether I can identify this. Is this the concrete proposal that, in a general way, was stated by Secretary Stimson last year in connection with a report that had been made to him by certain officers, who visited the Hawaiian Islands, looking to the narrowing of the circle of your land defenses by the use of the hills immediately surrounding Honolulu?

General Wood. Yes; exactly that. General Weaver. The only exception is that it does not include the mortar battery that was involved in that report.

Mr. Sherley. Does this represent all that you are going to ask in regard to the Hawaiian Islands in carrying out your program heretofore announced and your program as modified by the statement made by Secretary Stimson last year?

General Wood. Let me answer that, and I will answer it as fully as it is possible to be answered. With the knowledge we have now, so far as we can see, it does. We are taking practically all of these guns from the defenses of the United States, guns taken from places where we think they can be spared. We can not give you a definite promise that it will be the last thing done there, but it should be practically the finishing up of that work. As far as we can, it finishes it.

The general character of the land defenses is a line of strong works, taking advantage to as great extent as possible of the actual lay of the land. It is designed from a military standpoint, to protect the great naval station at Pearl Harbor, which is, in a naval sense, the key of the Pacific and one of the main defenses of the Pacific coast, and indirectly, of the Panama Canal. The line also incloses the city of Honolulu, and it begins on the east at the old extinct crater known as Diamond Head; it follows the ridges up the mountain to a point above which it is considered impracticable for troops to pass; it commands the pass through the mountains, and then drops down into the valley, utilizing various craters, ravines, bodies of water, and terminates on the west side of Pearl Harbor.

It is a very strong line, but like all natural lines it requires a considerable amount of work to give the proper position for guns and to supplement the breaks in the natural barriers by earthworks, and along the harbor front, in one or two places, by canals dug to separate our batteries from the mainland. I can give the committee the general line of the work on a map so that I think you will understand perfectly the scheme of defense. It is rather difficult to give you a word picture of the country, because it is very broken and irregular, but the main features are the central plain, between two rugged mountain ranges; the southern end of the plain is indented by the bay of Honolulu and by Pearl Harbor. The line of works runs from this old crater which is, as it were, a spur of the mountains, incloses the town and harbor, and comes down to the sea on a volcanic plain at the foot of the more easterly mountain range. It is a good line, a line that I think we can hold for any reasonable length of time, but it is a line that we must fortify pretty strongly in order to give us any security so far as holding the naval base goes. The original thought was that there were few places for landing on the islands, but a careful survey has shown a large number of landing places, probably 15 or 20 places where men can be landed in boats. The general lay of the land is such that this central plain is not accessible from either side; that is, on the western side you come down along this westerly range of mountains until near Pearl Harbor before you can reach the central plain, and on the east side they can only get into Honolulu through a very narrow stretch of seacoast country which we hold pretty strongly. To get in any other way from the east side they would have to go about 50 miles around the seacoast and come down, so that we are trying to hold the line between the two mountain ranges inclosing the city and naval base.

Two Steamers From Hawaii.

Arrivals from the island of Hawaii included the Mauna Kea and the Kilauea, both vessels bringing a varied cargo but small list of passengers. The Mauna Kea is being prepared to steam for Hilo and way ports at 10 o'clock tomorrow morning. The Kilauea from Kona and Kau ports met with better weather. This vessel brought 4425 sacks of sugar, 44 sacks of coffee, 110 sacks of roselle and sundries.

VESSLS TO AND FROM THE ISLANDS

[Special Cable to Merchants' Exchange]

Tuesday, Feb. 3.

SAN FRANCISCO — Arrived, Feb. 2, noon, S. S. Manchuria, hence Jan. 27.

Arrived, Feb. 2, noon, S. S. Enterprise, from Hilo, Jan. 23.

S. Nigara, hence January 27.

SAN FRANCISCO — Sailed, February 3, 1:30 p. m., S. S. China for Honolulu.

Aerograms

S. S. TENYO MARU — Arrives from Yokohama Friday 7 a. m., and proceeds to San Francisco Saturday, 9 a. m.; 232 cabin passengers all told; for Honolulu, 209 Asiatic steamer passengers and 1040 tons cargo.

U. S. A. T. THOMAS — Arrives from Manila Wednesday 7 a. m. and proceeds to San Francisco 5 p. m. same day.

LATEST MARRIAGE LICENSES

Name—Address. Age

Mansueto Perez, Honolulu, 26

Antonia Bindoy, Honolulu, 18

DID YOU EVER Bump THE Bumps?

(Continued from page one)

CREAT SPORT. ISN'T IT? BUT IT'S A Mighty Bad Thing for the Insides OF YOUR PIANO

WE MOVE PIANOS ON OUR NEW PNEUMATIC TIRED "WHITE" AUTO TRUCK SO THEY ARE NOT AFFECTED BY THE BUMPS. WE ALSO USE THE LATEST IMPROVED MACHINE FOR HANDLING PIANOS, AND ABOVE ALL, WE HAVE THE MEN WHO KNOW HOW.

CITY TRANSFER CO.

JAS. H. LOVE

LOCAL AND GENERAL

The annual account of Mary O'Donnell, guardian of the estate of T. A. K. Cleghorn was filed in circuit court today. It shows receipts amounting to \$1975.46 and disbursements of \$1935.43.

Gossip concerning the appointment of a United States marshal was renewed today by the news that the term of the present incumbent, E. R. Hendry, expires next Saturday, February 10. Since the filing of the several applications with their recommendations in the office of the attorney-general at Washington a few weeks ago no intimation has come from the capital regarding the department's action in the matter.

Depositions of the character witnesses taken by William McClelland, prothonotary at Uniontown, Pa., in the murder case against John W. Marshall were received by Chief Clerk Henry Smith of the circuit court this morning. The trial of Marshall, held for the killing of C. R. Guertler at Madame Puah's nua resort, has been delayed pending the arrival of the depositions. It is likely now that the hearing will be undertaken at an early date.

A meeting of the executive committee and board of directors of the Associated Charities has been called for Thursday afternoon in the rooms of the Chamber of Commerce, Stangenwald building, at which time Mrs. W. J. Thomas, the well-known social worker of Chicago, will deliver an address on the work of mainland charities associations. The board of trustees of the Chamber of Commerce has been invited to attend the meeting, and President George R. Carter intends appointing a committee of five business men to be present.

See what's doing at 112 Queen St.

Bump THE Bumps?

(Continued from page one)

CREAT SPORT. ISN'T IT? BUT IT'S A Mighty Bad Thing for the Insides OF YOUR PIANO

WE MOVE PIANOS ON OUR NEW PNEUMATIC TIRED "WHITE" AUTO TRUCK SO THEY ARE NOT AFFECTED BY THE BUMPS. WE ALSO USE THE LATEST IMPROVED MACHINE FOR HANDLING PIANOS, AND ABOVE ALL, WE HAVE THE MEN WHO KNOW HOW.

CITY TRANSFER CO.

JAS. H. LOVE

CHINESE KILLED WHEN STRUCK BY NEW TAXI-CAB

The first accident followed by death due to a collision with the new taxi-cabs occurred shortly before 7:30 last evening on King street between the entrance to the cemetery and the intersection of Kapiolani street, at which time Kon Sei, a Chinese, owner of automobile number 1445, married and leaving a family of eight children, died while being conveyed from the scene of disaster to the hospital.

Investigation followed by Special Officers Chilton and Ferry indicates the satisfaction of the authorities that the Chinese met death through being struck by taxi-cab number 1459, driven by M. Kanamoto.

Kon Sei's car became disabled while en route to town. He halted about one hundred feet Waikiki of the Mormon church, and prepared to replace a punctured tire. According to eye witnesses the disabled car was stopped with the mauka wheels about five feet from the curb. It was found today that no tall or head lights were displayed by the machine owned by the Chinese, and by this neglect of the rules of the road is attributed the fatality.

Taxi cab 1459 was coming down King street into town at a pace said to be about 10 miles an hour. Kanamoto, the driver, declared today that as he approached the spot where the Chinese machine had been stopped, he saw brilliant lights from a touring car coming in an opposite direction. This machine is said to have bowled along at between 35 and 40 miles an hour.

Police are today following several clues concerning the identity of the persons in the car that was passed by the taxi. The driver of the taxi endeavored to secure the number of this car, which forged ahead without stopping, but failed. Coroner Rose will conduct an inquest at 2 o'clock tomorrow afternoon to which a number of eye-witnesses have been summoned.

Police are today following several clues concerning the identity of the persons in the car that was passed by the taxi. The driver of the taxi endeavored to secure the number of this car, which forged ahead without stopping, but failed. Coroner Rose will conduct an inquest at 2 o'clock tomorrow afternoon to which a number of eye-witnesses have been summoned.

See what's doing at 112 Queen St.

Volcano Eruptions Strengthen Hawaiian Real Estate Values!

Hawaii's Japanese look askance at the news of the Eruption of Mitake volcano on the Island of Sakurajima, Japan, and thank their lucky stars that they are living on these delightful islands.

Secure from the danger of such an occurrence, they are investing their money in real estate, realizing that this is the best and surest way of increasing their capital.

List Your Property With the Hawaii Hochi

The Hawaii Hochi will sell your real estate for you. At the same time the Hochi is very careful not to sell to anyone who would in any way depreciate property values in the neighborhood.

If You Have Anything To Sell Take It To The Hawaii Hochi

Don't depend upon an auctioneer to sell it for you. The Hochi will transact your business quicker, surer and with greater satisfaction to you. The Hochi has the complete confidence of the Japanese community of 90,000 people. IT KNOWS THEIR WANTS.

The Hochi Profits If It Sells; If Not, You Pay Nothing

The Hawaii Hochi,

The Japanese Leading Newspaper

Paahii and Maunakea Sts. Phone 3052